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J39
1838j

A Journal of A Voyage On Board in

Of The Barque Jasper of New bedford

Joseph Cherkley Jr Master By

Jonathan W. Danforth

From New bedford Towards

South Atlantic Ocean

Nancy Hathaway

Charles C Danforth

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Carls C Danforth

Charles C Danforth

Chas Charles

Chs

CCC

Remarks on Board Barque Jasper
June 3th 1838
Begins light winds from [illegible]
5 A M took our anchor the Pilot took us
Cross the bay 10 A M left the Pilot
Nomans land bearing N E by E Dist 15 mile
Which i took my departure thus Ends

June 4 T

Begins light winds from the W S W Ship
Steering S by W all hands imployed in Stowing
The chanes and anchors Middle Part Breese from
the S S W Latter much the same Ship heading
S W with all sail set hands Employed in
Fitting the boats this Ends Lat 41-17 Long 71-20

June 5th 1838
Begins fresh gales from the South Ship
Steering W S W by the wind Thick rainy
Wether Middle and Latter Part gales from the
E S E Ship steering S S W under short
sail Lat 40 47 Long 71 00

June 6th 1838
Begins fresh gales from the S S W Ship
Steering S E under short sail Accompanied with
Rain Saw a sail Steering Easterly
Middle Part winds from the N W Ship
Steering S S W Ends fine Lat 39 40 Long 71-55

June 7th 1838
Begins Light winds from the E S E Ship Stear
S W by S Saw Black fish Lowered the boats
With out success Middle and Latter Part
Gales from the S S W Lat 39 00 Long 70 48

From New Bedford Towards the Western Isl

June 8th 1838

Begins Strong gales from the S W Ship Stearing E by S man Employed in sundry jobs Ends the same Lat 38-48 Long 61-42

June 9th 1838

Begins fresh gales from the S W Ship Stearing E by S Middle and Latter part breezes from the S W Ship stearing East Last Ship Stearing Westerly thus Ends Lat 38-30 Long 57-55 W

June 10th 1838

Begins Light winds from E S E Ship heading S E and Pleasant Nothing in sight Middle and Latter part Breezes from the S W Ship Stearing East Ends fine Lat 3. 15 Long 55-10

June 11th 1838

Begins Pleasant breezes from the S W Ship Stearing E by S Middle and Latter part Much the same thus Ends Lat 37-57 Long 63

June 12th 1838

Begins Strong winds from the West Ship Stearing E by E men Employed in Ships Duty Nothing in sight Ends much the same Lat 39-41 Long 59-54

June 13th 1838

Begins fine breezes from the West Ship Stearing E by N nothing in sight Middle and latter part the same thus Ends Lat 39-54 Long 59-54

Remarks on Board The Barque Jasper

June 14th 1838

Begins strong winds from the West Ship
Steering E by S middle And Latter Part breezes
From the North And squally Ship Steering
E S E Thus Ends Lat 39-56 Long 57-41

June 15th 1838

Begins Strong winds from the N E Ship
Steering E S E cloudy wether 7 A M shortened
Sail set the watch boats crews Middle
Part Light winds & Calms Latter much the
same Thus Ends no observation

June 16th 1838

Begins Light winds from S W Steering E N E
And Cloudy overcast wether the watch employed
In Repairing sails Middle strong winds from
N E Latter strong winds from the S W
Steering E S E Thus Ends

June 17th 1838

Begins strong wind from S W steering N E
And overcast wether at 5 P M took in the fore and
Main Topgallantsail At sunset shortened sail
And set the watch boats crews Middle much
the same At sunrise set whole topsails the
Watch employed in repairing Sails Middle
And latter Strong breezes and foggy thus Ends

June 18th 1838

Begins strong winds from S W and foggy
Ship steering N E at 16 P M saw a school of
Blackfish lowered the boats the Larboard boat
struck one and brought her to the ship This Ends

From Nantucket Towards the Western Island

June 19th 1838

Begins strong winds S W ship steering S E thick Overcast wether at 7 A M took in sail Lufed by the Wind to the south at 4 P M set the fore Topsail at 5 P M took one reife in the fore topsail And closed reifed the main at 8 took in the Fore topsail ship scudding under closed reifed Main topsail at 10 more moderate turned one Reife out of the main topsail wore ship to the Eastward wind E S E thus Ends

June 20th 1838

Begins strong gales from N E ship heading E S E Under short sail at 2 P M set single reifed Topsail and Jib at 5 P M set the mainsail Middle and latter part strong winds and rainy Thus Ends no Observation

June 21th 1838

Begins strong winds from E by E and rainy ship Steering S S W at 1 A M took in sail and hove to heading S by W at 5 A M closed reifed the Main topsail at 7 A M took in the fore sail Middle Light winds and rainy weather at 4 P M Made sail At 10 took in sail Latter breezes

June 22th 1838

Begins strong gales from S E and Cloudy wether At 1 A M took in the fore sail and Closed reifed The main topsail Middle more moderate At 4 A M made all sail the watch Employed in boyling Out A Blackfish Latter light winds from W and Cleare wether Ship Steering S S E

Thus Ends

Remarks On Board The Barque Jasper

June 23th 1838

Begins light winds from W and fine wether Ship steering SSE at 3 P M sited a ship steering to the Eastward at 7 P M took in the mainsail and set the watch. Boat crews Midle and latter light winds and Clear wether At 4 A M set the mainsail At 7 A M saw A sail steering to the Eastward Ends fine

June 24th 1838

Begins strong winds from SW ship heading SE at 7 P M took in topg sail and main sail Double reefed the topsails Midle light winds And Overcast wether at 4 A M made all sail saw A sail steering to the Northard and Eastard the Watch Employed in repairing sails Light winds And Clear wether Thus Ends

June 25th 1838

Begins light winds from W ship steering SSE The watch Employed in repairing sails At 7 P M Shortened sail and set the watch boats Crews. Middle light winds from W at 4 A M made All sail Latter winds from the Northard and Eastard and rainy Thus Ends

June 26th 1838

Begins light winds from W ship steering SE. At 7 P M shortened sail and set the watch Boats Crews Midle strong breezes and rainy At 7 A M made all sail the watch Employed In Ships duty latter Calms and Variables Thus Ends

From New Bedford towards the Western Islands

June 27th 1858

Begins Calms and variables the watch Employed in ships duty at 7 P M shortened sail and set the watch boats crews at 4 A M made all sail middle and Latter Calms

June 28th 1858

Begins light winds and Calms at 2 A M a Breeze sprung up from the southard and Eastward At 7 P M shortened sail and set the watch Boats Crews Middle light winds from S S E Ship heading E by S and Cloudy wether At 4 A M made all sail ship heading E the watch Employed in ships Duty Thus Ends

Begins June 29th 1858

Light winds from S S E ship heading E the watch Employed in ships duty at 7 P M Shortened sail And set the watch boats Crews Middle light winds And Calms ship heading E N E Latter light Winds from E N E ship heading E At 4 A M made All sail Thus Ends

June 30th 1858

Begins Light winds from E N E and fine wether ship Heading E at 2 P M sited a sail standing to southard And Eastward At 7 P M shortened sail and set The watch Boats Crews Middle and Latter light Winds and fine wether At 4 A M made all sail Saw a sail standing to the Eastward

Thus Ends

Remarks On Board The Barque Jasper

July 1st 1838

Begins light winds from SSE and fine wether Ship heading E by S at 7 PM shortened sail and set the watch boats crew Middle light Winds and Cloudy wether at 4 AM made all sail saw several sail steering to the Northward and Eastward Latter light winds from SSE thus ends

July 2th 1838

Begins light winds from SSE with heading E by S at [illegible] Took in the mainsail and Fore and main Topgallant sail Middle light winds at 4 AM made sail Latter Calms and variables

July 3th 1838

Begins light winds and Calmes at 7 PM shortened sail and set the watch boats 4 AM Made sail Middle and latter light winds and Calms Thus Ends

July 4th 1838

Begins variables at 7 PM shortened sail and set the watch boats Crews Middle Calmes and Cloudy wether at 4 AM maide sail steering E SE with the wind W NW

July 5th 1838

Begins light winds from W NW and fine Wether Ship steering E S E with all sail Set [illegible] sails in sight at 7 PM shortened sail and set the watch boats Crews at 4 AM made sail several sails in sight Latter much the same Thus Ends

From Newbedford Towards The Western Islands
July 5th 1839
Begins strong

A Journall Of A Voyage On
Boarde Of The Barque Jasper
Of New Bedford S. J. Sandford
Master By Jonathan W. Danforth
From New Bedford Towards The
South Atlantick Ocean

A Journald Of A Voyag On Board Of The Barque Jasper Of Newbedford S. J. Sandford Master By Jonathan W. Danforth From New Bedford Towards The South Atlantic Ocean

June 18th 1839

This voyage commences winds from W At 1 P M took our ancor Pilot on Board At 5 P M Came to ancor to the Round Hills light 4 A M took the ancor wind from S W at 11 Came to ancor Under Same Pilot Left So Ends

June 19th 1839

Begins Strong wind from S W And Rainey Ship Lying under Same 4 A M took Pilot Got under way wind from S W at 8 left Pilot 10 gay head Baring W 20 Miles distant Which I Took my Departure Men Employed in Stowing Anchors and Chanes

Thus Ends no observation

June 20th 1839

Begins fresh gales from W S W And fine ship steering S W by S All Hands Employed in fitting boats at 1 P M Cont of E S E Middle much the same Latter moderate Breeze from the W with small bins [illegible] in sight Black fish low'd the boats without sucess Ends fine

Journal of the Western Island

June 21st 1838

Begins Pleasant Breezes from W Ship steering S E by E men Employed in fitting Rigging &c At 3 P M sited Blackfish lowered the Boats took one to the ship Middle and Latter Part much the same at 10 A M sited Blackfish lowered the Boats took One to the Ship Ends Fine no Observations

June 22nd 1838

Begins Breezes from the S Ship steering East Men Employed in fitting rigging &c at 2 P M Sighted Blackfish Lowered the boats took one to the ship Middle Part breezes from the South and Squally Accompanied with raign took in fore Top g Sail Latter fresh gales and hazy wether S Ends

June 23th 1838

Begins fresh gales from S W and Hazy Wether Men Employed In Sundry Jobs At 8 P M took in Fore Top g sail Fore Top m Studin Middle Part much the same Latter Part fresh gails and Light squals raign Thus Ends

Lat 40-41 Long 60-17

June 24th 1839

Begins strong gales and thick wether At 1 P M took in Fore top g sail and Main top g sail and took 2 Rifes in the topsails At 5 furned one rief out of the topsails Set the Main Top g sail Middle Part strong Gales and raigny Latter more moderate made all sail Ends much the Same

Lat 40-48 Long 58-29

Remarks On Board The Jasper

June 25th 1839

Begins Breezes from the S W And ringing Employed In boyling Blackfish middle Part strong gales And squally Latter Strong gales And Clear Wether men Employed In Fitting Rigging &c This Ends Lat 40 23 Long 55 27

June 26th 1839

Begins fresh gales from S W Over Cast Wether men Employed In fitting rigging Middle Part Strong wind and Clear Wether Latter Part much the same Men Employed in Sundry Jobs This Ends Lat 39 27 Long 49 27

June 27th 1839

Begins Strong gales and Clear Wether Men Employed In Sundry Jobs Middle Part much the same At 4 set Top g sails And Foretop mast studding sail Latter more moderate This Ends

Lat 37-36 Long 47.25

June 28th 1839

Begins Fine breezes from the West [illegible] steering E by N Men Employed in fitting rigging Middle Part much the same [illegible] strong winds [illegible] [illegible] [illegible] [illegible] [illegible] Top g sails This Ends

Lat 35 15

From New Bedford Towards The Western Islands

June 29th 1839
Begins strong wind from S W and Cloudy East
[illegible] ship steering N E by E [illegible] Employed
In [illegible] duty At sunset [illegible] sail
Middle part much the same Latter more moderate
Thus Ends No Observations

June 30th 1839
Begins strong gales from the Northward
& [illegible] Eastward And Accompanied With rain
Middle And latter Much the same
Thus Ends No Observations

July 1th 1839
Begins strong gales from the South [illegible]
& Accompanied With Rain Ship heading
E by N on the wind Middle more moderate
Wind from the South Westward ship steering E by S
[illegible] All sail Latter part [illegible] Lat 38 52 [illegible]

July 2th 1839
Begins strong breeze from S S W
Ship steering E S E men Employed in
Fitting the rigging Middle Light wind and
Same Weather At 5 [illegible] sent out main [illegible]
[illegible] sail Lat much the same Thus Ends
Lat 38 34 Long by Lunar 55 - [illegible] by Chr 55 - [illegible]

July 3th 1839
Begins strong wind from the Westward Ship
Steering E S E men Employed in fitting
rigging Middle Light wind and fine weather
Latter much the same [illegible] sail Thus Ends
Lat 38 55 Long

Remarks On Board The Barque Jasper

July 4th 1839

Begins strong breezes from N N E
Ship steering N E by E ½ E men employed
in setting rigging &c at 8 o'clock made [illegible]
Bearing E Dist 35 miles Ends fine Lat 35.24 Long 29.55

July 5th 1839

Begins strong winds from N N E ship beating
in on the land saw the ship [illegible] of Fairhaven
Capt Smith with 1500 bbls of sperm oil [illegible] Beating
Ends strong winds and Clear weather

July 6th 1839

Begins strong winds from N N E ship
laying off and on waiting for recruits at 4 got the
Recruits on board steered to the south saw
several sail Ends much the same

July 7th 1839

Begins pleasant breezes from N N E Ship
steering E S E at 3½ A M made St Michaels
Bearing E N E Dist 25 miles at 5½ sited
St Marys Bearing S W by W dist 24 miles

July 8th 1839

Begins fine breezes from N N E Ship
steering S W by S at 6½ P M saw St Marys
Bearing S W by W Middle strong breezes
Latter more moderate pleasant

From New Bedford Towards The West Ist

July 9th 1839

Begins light winds from the Eastward Ship stearing S W by S the watch Employed in Ships Duty Middle and Latter Light winds and fine wether Thus Ends

July 10th 1839

Begins Light winds from the North and fine wether ship stearing S S W Men Employed in ships duty Middle and Latter light winds and fine wether Thus Ends

Lat 32 5 8 Long

July, 11th 1839

Begins light winds from the North and Fine Wether Ship stearing S S W Middle and Latter Light wind and fine wether Thus Ends

Lat 31, 04 Long, 24 35

July 12th 1839

Begins light winds from the Northward And fine wether Ship stearing S S W Men employed in Ships Duty Middle Part Thick misty wether Accompanied with Squals Of Rain Latter Part Light winds and fine wether Thus Ends

July 13th 1839

Begins light winds from N N E and fine Wether Men Employed in fitting rigging Ship stearing S S W Middle and Latter Strong winds from N E Thus Ends

Remarks On Board the Jasper

July 14th 1839

Begins strong winds from the E S E Ship steering S by W Middle and latter much the same Thus Ends Lat 23 36 long 24 29

July 15th 1839

Begins strong winds from the E S E and Cloudy wether Ship steering S by W Men employed in ships Duty latter much the same Lat 21-40 Long 24-00

July 16th 1839

Begins strong winds from N E and Cloudy ship stearing S by W Middle And latter fine wether Ship stearing S S W Thus Ends Lat 19-14 Long by Lunar 24-15

July 17th 1839

Begins light winds from E S E ship stearing S W men Employed in ships Duty latter part much the same Thus Ends No observation

July 18th 1838

Begins light winds from N E ship Stearing S W men Employed in ships Duty at 4 PM raised St Antonia bearing W distant 15 miles latter light winds Thus Ends Lat 17-7 Long 24 [illegible]

July 19th 1839

Begins Light from no where stearing S men Employed in ships Duty Middle Calms latter much the same Thus Ends

From The Western Island Toward The Cape Verdes

July 20th 1839
Begins Calms and lite winds men Employed In fitting rigging Ends fine Wether
Lat 15=30 Long by lunar Dist 25=04

July 21th 1839
Begins light winds from N E and fine Wether at 2 P M site Bravo baring S by E Distant 15 miles At 8 A M Captain went on Shore Ends much the Same

July 22th 1839
Begins light winds from N E Ships standing Of and on brava at 6 P M Captain came on Board one of the boats crew ran away in Bpt of S S W Midl light winds Ships Stearing W Ends fine wether

July 23th 1839
Begins light winds from the N E Ships stearing S by W men Employed in Ships duty Thus Ends

July 24th 1839
Begins light winds from a Westward and Variables Ships steering S by W same Ship to the leward latter Part Squalls of rain sited several sails Thus Ends

July 25th 1839
Begins strong winds and squaly at 5 P M Took in fore and main top G sails the Wind hauled round to the South At Daylite made all sail latter light winds And Calmes Thus Ends

Remarks On Board The Jasper From

July 20th 1839

Begins Calmes and varables then Emplyed In ships Duty Middle part light winds From W S W Ship stearing S Ends Much the same Lat 10-7

July 27th 1839

Begins Calmes and light winds Ship Stearing S at 8 a.m a brize springing Up from S W Middle Part squally Latter Part much the same Thus Ends

July 28th 1839

Begins light winds from the Southard Ship stearing S by E And accompanyed With rain so Ends Light winds and Cloudy wether Lat 8 21

July 29th 1839

Begins light winds from S S W Ship stearing S by W at 10 A M The wind haled out to the Southard And Easard and took in studing sails Ship Stearing S by W Thus Ends

July 30th 1839

Begins light winds from Southerd and Accompanyed with squals of rain Ship heading S by W Middle much The same Ship heading S E latter Part overcast Wether Thus Ends

Cape Verd Island Towards New holland

July 31th 1839

Begins Strong Winds from the southard At 5 P M sited a school of Blackfish but Without success Middle Part Squaly and Accompanyed With Rain Latter Part Much the same Thus Ends

August first 1839

Begins Strong winds from the Southard Ship heading SE and cloudy At 4½ P M Sited a school of Blackfish lowed the boats With out success Latter Much the same Lat 5-41 Long by Lunar 17-21 W

August 2th 1839

Begins Strong Winds from S S W Ship heading W by S men Employed in fitting rigging &c Latter light winds Thus Ends

August 3th 1839

Begins light winds from S S W and fine Wether Ship heading W S W the watch Employed in fitting rigging at 1 P M Taken ship to the S Middle Part squals Of Rain Latter strong winds Thus Ends Lat 3-50 Long by Lunar 18-22

August 4th 1839

Begins Strong Winds from the Southard Ship heading W by S The watch Employed Fitting Rigging &c Lat 3.15

Remarks On Board Of The Jasper

August 5th 1839 Begins Strong winds the South Ship steering W S W by The Wind At 7 P M tacked to the N E by E Latter Part much the same Thus Ends. Lat 34 16 Long 22.9

Lat 3,16

August 6th 1839 Begins strong Winds from The South Bent a new Maintopsail and old fore Topsail Middle light squals At 5 P.M past a ship steering To the Northard set english Colors At 12 Wore ship to the Wq S Ends much the same Lat 3,33

August 7th 1839 Begins strong winds from The south W by S side at ship to the wind Midd And Latter Much the same Thus Ends Lat 3,51

August 8th 1839 Begins strong Winds from the south ship heading Eslie S E At 8 P M the Wind nataliner of E by S Takin ship heading S W Middle And latter Much the same Lat 3,47 Long 22,52

August 9th 1839 Begins light Winds from the Southard Ship E S E At 7 P M taken Ship heading Seveal Ships in sight Middle and latter much the same Thus Ends Lat 3,57

From Cape verd Island Towards New Holland

August 10th 1839	Begins Strong Winds from the SE by S Several sails in sight Middle and Latter much the Same Thus Ends	Lat 3,55
August 11th 1839	Begins strong winds from The Southard Ship heading SE by S Dolphin fine weather Ends much the same	Lat 2,51
August 12th 1859	Begins light winds from The southard ship heading WSW some two sails standing To the Westard at 8 AM we tacked to the SE the Wind hauled us of SE by E At 9 tacked to the Westard Ends much the same	Lat 1 53
August 13th 1839	Begins light winds from the Southard ship heading WSW The Watch Employed in ships Duty middle and latter strong Winds ship heading SW So Ends Sited a ship to the windard Steering SW	Lat 14 [illegible]
August 14th 1839	Begins Strong Winds from the Southard and Eastard Ship heading SW by S Middle Part the wind more to the Eastard the ship heading SSW Latter much the same Thus Ends	Lat 2,00 South Long 21=57

Remarks On Board The Pasper

August 15th 1839	Begins strong winds from the Southern and Eastard Ship steering S S W the Watch Employed in Ships Duty At 11 PM split the fore top G-sail sent it on deck Latter Part strong winds the Watch Employed in repairing Thus Ends	Lat 4 = 08 S
August 16th 1839	Begins strong Winds from the S E ship heading S S W the watch Employed in bending fore top G-sail &c Middle Part squalley Latter part fine weather but strong Breezes Thus Ends	Lat 5 = 59 S Long By Chr 25 = 29 Long B Luna 26 - 39
August 17th 1839	Begins strong winds from SE Ship heading S By W Men Employed in Ships Duty &c Latter much the same Thus Ends	Lat 7 = 45 S
August 18th 1839	Begins strong winds from The southerd and Eastard Ship heading S S W Men Employed in fitting Rigging And other Jobs Middle Part strong winds squally So Ends	Lat 1 = 00 S Long By Lun Wes 27, 41 W

Remarks On Board The Jasper

August 19th 1839	Begins strong winds from the NE Ship heading WNW with All sail set 5 PM took in The fore Top G-sail at 10 took In Main Top gail [illegible] and Double reefed the Fore and Main Topsail and took in the Mainsail At 12 set the Mainsail and [illegible] at 11 AM Shook out one reef Latter More moderate So Ends	Lat 12 = 09
August 20th 1839	Begins strong winds from the Southers and Eastard Ship heading N By W At one shook out The reefs out of the topsails And set the Main Top G-sail Middle more moderate At 4 Daylight set the fore top-sail Ends light winds and overcast wether	Lat 14 = 19
August 21th 1839	Begins light winds from NE Ship heading NNW with All sail set Men Employed In fitting rigging and other jobbs Midle Winds from NE By E Ship Heading N By W And Squaly Accompanyed with rain Latter Part light squals of rain This Ends	

Remarks On Board The Jasper

August 22th 1839	Begins light winds from the South and squalls of rain Middle Clear wether and light Winds ship heading SSE By The Wind latter more moderate The wind from N E So Ends	Lat 17=40
August 23th 1839	Begins light winds from the E S E ship steering SSE at 1 P M set Lower and foretopmast studding sails at 3 P M taken in the studding sails the wind Hauled E By S latter part light Winds and fine wether	Lat 19=41
August 24th 1839	Begins light winds from E By N ship steering SSE By the wind At 1 P M saw sperm whales going To the windward quick latter fine Wether This Ends	Lat 21=29 Long 26=25
August 25th 1839	Begins light winds from E By S Ship heading S by E men Employed In fitting rigging and other Jobbs Ends much the same	Lat 23=27
August 26th 1839	Begins light winds from E By S ship heading S by E with all sail set at 11 set studding sails Ends fine Wether and light winds	Lat 24=25

Remarks On Board The Jasper

August 27th 1839	Begins light winds from E Ship steering S E by S with All sails set Latter light wind	Lat 25-31
August 28th 1839	Begins light winds from W Ship steering S E at 6 P.M the Wind hauled out N W shifted Over the studdingsails steering S E by S at 3 A.M the wind hauled out Southward and aplenty rain And hauled in the studding sails Ship heading E S E Middle part Rainy and strong winds and Overcast wether Thus Ends	
August 29th 1839	Begins strong winds from N E by S Ship heading E by S and Overcast wether Middle and Latter thick Overcast wether and Accompanied with light squalls of rain Ship heading S S E so Ends	
August 30th 1839	Begins strong winds from East Ship S S E and thick overcast wether at 6 P.M the wind hauled To the North Ship steering S E Took in fore and main Topgallant And Mainsail and Double reefed The foretopsail At Daylight made All Sail the wind from the Westward Thus Ends	Lat 27-58 Long 20-41

Remarks On Board The Jasper

August 31th 1839.	Begins strong wind from the W S W ship steering N E by E At 7 the wind hald out E S E ship heading S by the wind And accompanied with squals Latter Part wind N N E so Ends Ship Leaking 9 [illegible] strokes in 24 hours	Lat 29-16
September First 1839	Begins strong winds from the N N E ship stearing S E Along By S M took in the [illegible] the [illegible] Wind hald to the West Thus Ends 17=48	Lat 30=40
September 2th 1839	Begins strong gales from the West ship steering S E Midle [illegible] moderate Latter part strong [illegible] Thus Ends	Lat 32=18
September 3th 1839	Begins Strong gales from S W ship steering S E by E at 7 S M [illegible] S E Midle part strong winds Latter Part strong gales from E S [illegible]	Lat 33=15
September 4th 1839	Begins strong gales from [illegible] Ship steering S E and a heavy sea Midle took in Top g sail and double reefed The topsails Latter more moderate [illegible] all sail [illegible]	Lat 34=57

Remarks On Board The Jasper

September 5th 1839	Begins light winds from E S W Ship steering N E By E Middle Strong winds from E S W [illegible] Large swell on Latter part Light winds	Lat 35-11 Long 5-27 W
September 6th 1839	Begins Light Breezes from the N W [illegible] Ship steering S By E Middle Part Calms [illegible] Latter Light winds and squalls of rain	No Observation
September 7th 1839	Begins Light winds from South And Accompanyed with rain Middle Part the wind hauled to The N Ship steering N E By E Ends clear wether latter much The Same Thus Ends	No Observation
September 8th 1839	Begins strong gales from E S Ship steering S E By E with the wind [illegible] E S at 2 [illegible] the wind [illegible] [illegible] cloudy squally Latter much The Same Thus Ends	Lat 36-41 Long 2-00 E
September 9th 1839	Begins gales from the E S W Ship steering S E By E and squally At 7 PM Ship steering E S E Middle [illegible] Latter Part [illegible] wether Thus Ends	Lat 3[illegible]-50 [illegible] 5-58
[illegible] 10th 1839	Begins strong wind [illegible] Ship steering E S E and clear wether [illegible] steering E S E Middle and latter light winds and Calms Thus Ends	Lat 29-22 Long 8-54

Remarks On Board The Jasper

Sept 11th 1839 Begins light winds from S W
Ship steering E S E [illegible] two
light winds going quick to the
[illegible] Latter part light winds
from the South Thus Ends

Sept 12th 1839 Begins light winds from the — Lat 37-20
Southward and Eastward at 4 P M
Spoke the [illegible] Capt Smith
With three [illegible]
Latter part much the same So Ends

Sept 13th 1839 Begins strong winds from the — Lat 37=37
N E ship steering S E by E at — Long 15=35
Sunset saw a sail steering
To the E S E Middle and Latter
strong gales Thus Ends

Sept 14th 1839 Begins strong gales from the — Lat 36=24
S W ship steering E S E — Long 17-54
Middle part more moderate — By Lunar
And overcast weather Latter
Part calms and variables So Ends

Sept 15th 1839 Begins calms and light Breezes — Long 21=36
From N E ship steering S E Middle — By Lunar
And Latter strong gales S W
Several sails in sight Thus Ends

Sept 16th 1839 Begins strong gales from S W — Lat 26=55
Ship steering E S E 4 sail in — Long 24=58
sight middle squalls of rain — By Lunar
Middle and Latter strong gales

Remarks On Board The Jasper

Sept 17th 1839 Begins strong gales from E S E ship lay to
heading S S E by E with squally — Observation
Latter much the same Thus Ends

Sept 18th 1839 Begins strong winds from S W
with squally ship making 5-2
strokes in one hour Latter part strong
gales from E S E ship heading
S E under close topsails Thus Ends

Sept 19th 1839 Begins strong gales from E S E ship
heading E by E at 6 P.m Double reefed
The top sails and took in the jibb
and mainsail Middle much the
same Latter part more moderate set
the topsails and jibb and mainsail
Thus Ends No Observation

Sept 20th 1839 Begins strong winds from S S W — Lat 35 17
ship heading S E and a heavy head
beat sea at 10 P.m the wind hauled W S W
ship steering S E a sail in sight
Latter strong winds Thus Ends

Sept 21st 1839 Begins strong winds from the West
Ship steering S E by E two sails
In sight at 5 P.m Set the fore
Top mast studding sails Middle
more moderate latter much the same

Sept 22nd 1839 Begins strong winds from the — Lat 34-54
Westward ship steering S E by E a — Lo 41-35
sail in sight Ends strong winds
From W N W a sail in sight

Remarks On Board The Rapier

Sept 23th 1839 Begins strong gales from WSW Ship steering SE by E and close [illegible] with [illegible] 9 o'clock Double reefed the fore topsail Latter strong and [illegible] Ends

Sept 24th 1839 Begins strong gales W SW and squally Ship steering S E by E at 5 P M Double reefed The main topsail the wind Hauled out [illegible] Latter light winds Thus Ends — Lat 25.15 Long 48 50

Sept 25th 1839 Begins light winds W SW Ship steering SE by E at [illegible] PM spoke the barque Louisiana Fisher [illegible] 1 Whale hauled out [illegible] Latter strong gales From SE [illegible] double reefed the Topsails took in the mainsail And jib Thus Ends

Sept 26th 1839 Begins strong gales from the [illegible] E Ship steering E S E [illegible] reefed the Topsails [illegible] Part cloudy [illegible] close reefed the topsails [illegible] the same — Lat 26.35 Long 53.59

Sept 27th 1839	Begins Heavy gales from S W ship laying to under close reefd Maintopsail Middle and latter Heavy squalls and sea running high Thus Ends No Observation	
Sept 28th 1839	Begins strong gales from S W ship laying too under close reefd main topsail Middle part the wind from the westard at Daylight double reefd topsail & ship steering E spoke a French ship No oil Thus Ends	Lat 35-00
Sept 29th 1839	Begins strong winds from S W ship steering E a heavy swell setting from the S W latter more moderate set whole topsails and main top g [illegible] Thus Ends	Lat 33.40 Long 5-68 By Lunar
Sept 30th 1839	Begins strong winds from the westard and squally ship steering E S E Middle and latter much the same So Ends	Long 51 by lunar
October first 1839	Begins strong winds from S W ship steering E S E Latter much the same So Ends	
Oct 2nd 1839	Begins light winds from the N E ship steering E S E spoke the [illegible] of [illegible] [illegible] 7 hundred bbls of oil and the [illegible] [illegible] 12 hund bbls oil Latter much the same Thus Ends	

Remarks on Board of the [illegible]

Oct 3th 1839 Begins light winds from E — Lat 34.16
ship steering SE by S by the wind — Long 35
in company with the [illegible] and
[illegible] [illegible] and later light breezes
and fine weather thus ends

Oct 4th 1839 Begins light winds [illegible] ship — Lat 33 59
heading E and fine wether a number
of finbacks in sight [illegible] and
latter [illegible] the same thus ends

Oct 5th 1839 Begins light winds from [illegible] E — Lat 33 45
ship heading E by the wind a small — Long 71 [illegible]
heaving from the Eastward latter
[illegible] the same thus Ends

L.B.
C.R.

Oct 6th 1839 Begins strong wind from [illegible] E
ship steering E by wind at [illegible]
[illegible] a [illegible] of right whales [illegible]
the [illegible] the larboard boat struck
at [illegible] [illegible] [illegible] [illegible] [illegible]
[illegible] [illegible] the watch boat [illegible]
at daylight [illegible] [illegible] [illegible] at 9
[illegible] [illegible] the [illegible] [illegible]
strong winds and [illegible]

Oct 7th 1839 Begins strong winds [illegible] in
[illegible] at sunset more moderate
[illegible] [illegible] sail [illegible] the watch
boat [illegible] at daylight made sail
ship steering [illegible] E [illegible] Ends

Oct 8th 1839 Begins light winds from the NW — Lat 32-55
ship steering ESE and fine wether at Long 71-42
5 PM saw whales lowered the boats

the starboard boat struck and killed
S.B. Cut the whale and got stove and cut from
her and lost the whale came on board
shortened sail at daylight made
sail ship steering SE ends fine

Oct 9th 1839 Begins light winds from the NW — Lat 33-28
Ship steering SE at sunset shortened
sail middle part strong winds
Latter part moderate So ends

Oct 10th 1839 Begins strong breeze from NW ship steering — Lat 33-3[illegible]
ESE saw several finbacks through the day — Long 75-44
and latter light winds So ends

Oct 11th 1839 Begins light winds from SW
ship steering SE ship [illegible] a sail
steering to the eastward at daylight
made all sail Ends fine

Oct 12th 1839 Begins light winds from SW — Lat 33-22
ship steering to the eastward at
5 PM took in the light sails
spoke the Harvest of Fairhaven
[illegible] fisher with two whales
latter fine wether So ends

Oct 13th 1839 Begins light winds from SW and
fine wether ship steering SE and E
middle and latter part the same

Remarks On Board The Bark Jasper

Oct 14th 1839	Begins light winds from the W and fine weather ship steering SE by E saw a number of finbacks the Harvest in sight Latter part strong winds	Lat 34 46 Long 89 22
Oct 15th 1839	Begins strong winds from the W ship steering SE by E at 3 PM saw two right whales going quick in company with the Harvest saw a bark steering to the eastward Middle part [illegible] Latter much the same So Ends	Lat 35-10 Long 91-51 By lunar
Oct 16th 1839	Begins light winds from the W ship steering ESE the Harvest in sight Middle and Latter strong gales So Ends	Lat 35-17 Long 95-35
Oct 17th 1839	Begins strong gales from the westard ship steering ESE latter strong gales and squally at 11 PM close reefed the topsails So Ends	
Oct 18th 1839	Begins strong gales and cloudy weather from SW ship steering SE by E the Harvest in sight at 6 PM took in foresail and close reefed topsail and [illegible] heading [illegible] at 10 AM [illegible] [illegible] sail [illegible] topsail [illegible]	Long 100 4

Of New Bedford Capt Isaac J Sanford Master

Oct 19th 1839 Begins strong gales from W S W ship steering S by W at 3 P.M. set whole main topsail Latter part the same So Ends — Lat 35 45, Long 112 55

Oct 20th 1839 Begins strong gales from W ship steering S E by E middle part moderate at 10 A M spoke the barque New Bedford Capt Pendleton 4 whales Latter part fine weather So Ends

Oct 21th 1839 Begins strong winds W S W ship heading S by W Middle and latter light winds and fine weather So Ends — Lat 34 55

Oct 22th Begins strong breezes from W S W ship heading S in company with the barque of New Bedford Latter strong winds ... double reefed topsails So Ends

Oct 23th Begins strong winds from the northard and westard ship heading S W at sun set shortened sail set the watch boats crews at day break set fore topsail double reefed at 11 took in the fore topsail Latter strong gales So ends

Oct 24th 1839 Begins strong gales from W S W ship heading ... Latter wind from W S W ship heading S by W lying to under close reefed main topsail So Ends

Remarks On Board The Jasper

Oct 25th 1839 Begins strong gales from W S W ship heading S W lying to under close reefed main topsail at daylight made sail ship heading S S W little more moderate so ends — Lat 35-31, Long 104-32

Oct 26th 1839 Begins strong winds from the westward ship heading S S W at sunset shortened sail set the watch boats crews at day light made all sail latter fine weather — Lat 34-41, Long 104-51

Oct 27th 1839 Begins light winds from S W ship heading S S E at sunset shortened sail set the watch boats crews at day light made all sail at 8 A M saw blackfish took three [illegible] [illegible] [illegible] — Lat 35-19, Long 105-17

Oct 28th 1839 Begins light winds from W S W ship heading S at 1 P M saw right whales lowered the boats took two to the ship the starboard boat struck and drawed the larboard and the waist boat [illegible] shortened sail set the watch boats crews at 5 A M commenced cutting so ends — Lat 35-20, Long 105-15

L Boat

W Boat

Drawd

S Boat

On Whale Ground

Oct 29th, 1839. Begins strong winds from N by E at 2 PM finished cutting and cleared up the decks shorten the works middle part squally at 11 PM sited a right whale lowered the boats the larboard boat struck and lost a line Ends rugged weather

1 Bear

lost Line

Oct 30th 1839 Begins strong winds from E S W sited finbacks All hands Employed in trying out latter strong winds all hands Employed in boyling and stowing down so Ends
Lat 34=23 Long 154.11

Oct 31th 1839 Begins strong winds from W S W none employed in boyling and stowing down ... spoke the two brothers capt ... 5 hundred barrels of sperm Ends strong winds and squally

November first 1839 Begins strong winds and squally weather W S W employed in boyling and stowing down at 9 A M finished boyling All hands Employed in stowing down thus Ends

November 2th 1839 Begins strong from S S W all Employed in stowing down oil at 5 finished stowing down and cleared up the deck set the watch boat crews at day light ... set the watch Employed in scraping ... fine weather nothing in sight thus Ends

Remarks On Board The Bark Jasper

November 3th 1839 . Begins light winds from S S W and
cloudy weather men employed in scrapeing
bone Ends fine wether Lat 34 33 Long 125-25 .

November 4th 1839 Begins light winds from N & W ship heading
S by W with small fibacks at 5 P M saw

a right whale lowerd the boats the
Larboard boat struck and took her
L Boat
to the ship set the watch so
Sunk L Boat Ends at day light commenced cutting
at 10 A M saw whale lowerd the
larboard boat and struck and stuck
and sunk the whale at 11 A M
finished cutting and started the
works So Ends

November 5th 1839 commenced with strong winds from
S W Ends the same

November 6th 1839

Begins strong winds from S W
men Employed in boyling
Latter part more moderate So Ends
Lat 35--22 Long 125-67

November 7th 1839 Begins Strong winds from the
S W employed in boyling at sunset
shortened sail Midnight more moderate
at 5 A M comenced stowing down at
8 A M cooled down the works
Ends fine wether Lat 35--29
Long 125-05

On Whale ground

November 8th 1839 Begins light winds from SSW and fine wether men imployed in stowing down oil at 12 o'clock we finished stowing down at sunset shortened sail set the watch boats at day light made all sail Ends fine wether Lat 35-42

November 9th 1839 Begins light winds from SW and fine wether nothing in sight saw the two brothers cutting a sparm whale at sunset shortened sail middle part light squals at day light made sail Ends strong winds

November 10th 1839 Begins strong winds from SSE ship heading to the eastward middle and latter squals of rain so Ends Lat 35 00 Long 105-50

November 11th 1839 Begins strong winds from SSE and rainy at sunset shortened sail middle more moderate latter fine wether so Ends Lat 35-15 Long 108-27 by lunar

November 12th 1839 Begins light winds from WSW and fine wether nothing in sight at sunset shortened sail set the watch boats ends at day light made sail hazy wether Lat 35 00 Long 107-07 by lunar

November 13th 1839 Begins strong winds from the south at sunset shortened sail spoke the two brothers at day light made sail Ends fine wether Lat 35-48 Long 107-43

Remarks On Board The Bark Jasper

November 14th 1839
Begins strong winds from the southard at 5 P M spoke the bark Wave of Nantucket Cap. Swift with 12 hundred barrels of oil 8 hundred of it sperm shortened sail at daylight made sail strong winds so Ends Lat 35..45 Long 105..49

November 15th 1839
Begins strong winds from S S E at 4 P M sited right whales lowed the boats without success at sunset shortened sail at daylight made sail saw right whale going quick to the windward and a number of finbacks Ends strong winds and wether
Lat 37-13 Long

November 16th 1839

L Boat
Begins strong winds from S S E and cloudy wether sited a number of finbacks and humpbacks at 4 P M saw a right whale lowed the boats the Larboard boat struck and took one to the ship and commenced cutting 11 P M lashed down for the night at daylight commenced cutting again at 8 finished cutting and started the works so Ends
Lat 37:15 Long 106=51

November 17th 1839
Begins strong winds from E S E men Employed in trying out at sunset shortened sail at Daylight Made all sail Ends fine wether
Lat 37 : 18 Long 105:59

Cruising On Whale Ground

November 18th 1839 Begins light winds from S.E. and fine wether all hands employed in rigging at 4 P.M. sited whales lowerd the boats without sucess Latter much the same

November 19th 1839 Begins light winds from S.W. all hands employed in stowing oil at sunset shortend sail set the watch boat crews Maidthe part calms at day light made all sail and comenced scraping bone at 5 A.M. sited a right lowerd the boats and took one to the ship and commenced cutting Ends fine Lat 37-17

L Boat

November 20th 1839 Begins The S.W. and fine wether Employed in cutting at 1 P.M. finished cutting and cleared up the Deck at 2 P.M. sited right whales lowerd the boats without sucsse at 7 P.M. shortend sail at daylight made all sail Ends fine with boyling and stowing oil

Lat 37-34 Long 105-5-3

November 21th 1839 Begins strong winds from S.S.W. men Employed in boyling at 5 P.M. spoke the Cadmus of Stoning ton 3 whales and forty bbls of sperm at 10 spoke the Alastia of Sagharbor with five whales Latter boyling and stowing down oil So Ends Lat 36.50

November 22th 1839 Begins strong winds from W.S.W. nothing in sight boyling and stowing oil sited great number of finbacks at 11 P.M. cooled down the works at day light commenced stowing down Ends fine wether

Lat 36-48 Long 106-5-3

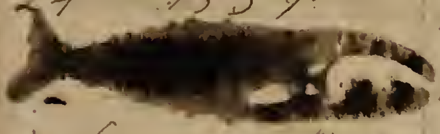
Remark On Board the Jasper

November 23th 1839 — Begins strong winds from the Southward Employed in stowing oil at 12 1/2 AM finished stowing down at sunset shortened sail set the watch bas and at daylight made all sail at 11 AM sited right whales Lowered the boats took one to the ship Lat 58-31 Long 108-35

L Boat

November 24th 1839 — Begins light winds from the south and fine wether cutting at 8 PM got thru cutting and commenced boyling at 9 AM sited right Whales lowered the boats took one to the ship And sunk one Ends fine wether

Lat 58.00



L Boat

W Boat Sunk

November 25th 1839 — Begins light winds from the SSE and plesent Employed in cutting at 3 got thru cutting and commenced boyling Latter fine wether nothing in sight So Ends

November 25th 1839 — Begins light winds from the eastward at sunset spoke the Acasta of Stonington with one sperm and one right whale since we spoke her Men Employed in stowing oil Ends fine wether

November 27th 1839 — Begins light winds from the eastward Employed in boyling at 4 1/2 PM sited right whales lowered the boats and took one to the ship at 7 took one to the ship at 5 AM commenced cutting at 11 got thru Boyling and stowing oil So Ends

L Boat

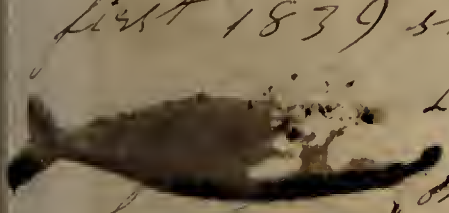
Cruising On Whale Ground

November 28th 1839 Begins strong wind from the Eastward employed in stowing oil at sunset cold down the works raining and squally closed reefed the main topsail took in the fore sail at daylight more moderate started the works and begun stowing oil 20 bbls no Observations

November 29 1839 Begins strong wind from the south at 5 PM sited whales lowered the boats and struck one and drawed Latter more moderate Employed in boyling and stowing down 50 Bbls. Lat 37-53

November 30th 1839 Begins strong winds from the Southward at 2 PM past a ship cutting at 4 sited a right whale going quick to windward lowered the boats without success Latter part fine at 8 AM got thru boyling Employed in stowing oil Lat 38 06 Long 105--00

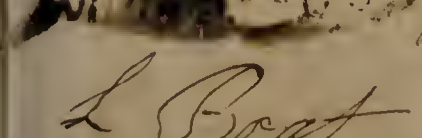
December first 1839 Begins light winds from NE Employed in stowing oil at 3 PM sited Right whales lowered the boats the Larboard struck and took one to the ship the starboard boat struck and drawed at 5 PM shortened sail for the night with a whale a long side 50 Bbls



L Boat

Drawd SB

December 2th 1839 Begins strong wind from the Eastward boyling with wet squalls at daylight sited a right whale lowered the boats and took him to the ship commenced cutting at got thru cutting Latter more moderate



L Boat

Remarks On Board The Jasper

December 3th 1839	Begins strong winds from the south ship heading northly Employed in boyling Ends the same Lat 38..14 Long 104..49
December 4th 1839	Begins light winds from N&W ship heading Eastly boyling sighted Right whales lowered and chased without suckess Middle and latter Part strong winds so Ends Lat 38-00
December 5th 1839	Begins strong winds from the N&W ship steering to the SW boyling at 12 got through boyling Latter employed in stowing down Lat 38..33 Long 105=00
December 6th 1839	Begins light winds from N&W ship heading to the N&E Employed in stowing down Ends much the same Lat 38 27 Long 105 05
December 7th 1839	Begins light winds from N&W ship heading to the north all hands Employed in washing ship Middle part fine Ends strong gales and squally spoke the maria From timore bound to sidney Lat 38-02 Long 105-02
December 8th 1839	Begins strong winds from West steering N E and Employed in scraping bone nothing in sight Ends strong winds Lat 37-10 Long 106=14 East

On Whale Ground

December 9th 1839 Begins strong wind [illegible] [illegible] ship steering [illegible] all sail [illegible] much the same Lat 38-49

December 10th 1839 Begins strong [illegible] steering ESE [illegible] sail [illegible] the same Lat 34-32 Long 125-28

December 11th 1839 Begins light wind [illegible] ship heading to the SE [illegible] employed in bending [illegible] much as the [illegible] Lat 38-55 Long 12[illegible]-59

December 12th 1839 Begins light wind from [illegible] ship steering SE [illegible] much the same latter part strong wind and squally

December 13th 1839 Begins strong winds from the south [illegible] heading ESE [illegible] strong gales [illegible] ship heading to the SE Lat 34-5 Long 113-34

December 14th 1839 Begins strong wind from the [illegible] ship steering SE all sail [illegible] much the same latter part more moderate [illegible] a right whale [illegible] the boats [illegible] on [illegible] ship [illegible]

L Boat

December 15th 1839 Begins strong wind and squally [illegible] the [illegible] employed in [illegible] and latter part strong gales [illegible] ship heading [illegible] Taken [illegible] Lat 41-44 Long 113-49

Remarks On board The Jasper

December 16th 1839 Begins gales from WNW ship heading to the SSE boyling Ends much the same Lat 41-27 Long 105-50

December 17th Begins strong wind from WNW ship heading to the SSE boyling at 11 got through boyling Lat part [illegible] in stowing down Lat 40" 50

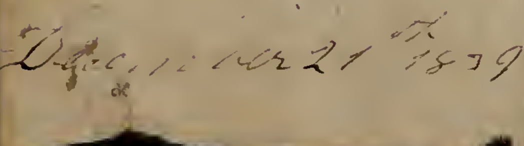
December 18th Begins strong wind from SSW ship heading to the SE stowing down Ends fine Lat 41=10

December 19th 1839 Begins light air from SW ship heading ESE all sail set Ends much the same Lat 41-15 Long 119=12

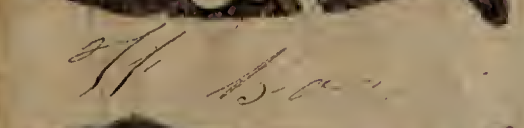
December 20th 1839 Begins light wind from N & E ship heading to the East at 5 PM saw a right whale lowed the boats the larboard boat struck and drawed at [illegible] picked up a dead sperm whale employed in cutting in Lat 41-25

L B Drawd

December 21st 1839 Begins light winds from N & E ship heading to the East at 5 PM saw whales lowered the boats took two to the ship at commenced cutting Ends much the same one sail sight no observation



off boat



[illegible]

December 22nd 1839 Begins strong gales from the North all hands employed in cutting in at 5 got through cutting and commenced boyling Ends much the same

Crusing On Whale ground

December 23rd 1839 Begins gales from the [illegible] with ship heading to the west Begining ends strong gales Lat 41-27

December 24th 1839 Begins gales from [illegible] and rainy ship heading northerly boyling and stowing oil Middle part [illegible] Lat 41-50 Long 119-42

December 25th 1839 Begins light winds from the Westward and fine weather boyling and stowing oil sighted whale [illegible] the starboard boat struck and [illegible] at 10 got through boyling End fine weather Employed in stowing oil Lat 41-48

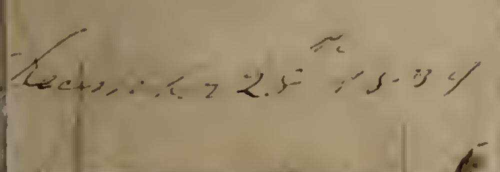
S Boat

December 26th 1839 Begins [illegible] breezes from [illegible] ship heading to the north Middle and latter part strong winds from the [illegible] Employed in [illegible] Lat 41-20 Long 121-14

December 27th 1839 Begins strong winds from [illegible] ship steering [illegible] saw whale lowered the boats took one to the ship at [illegible] commenced cutting at 9 got through cutting commenced boyling [illegible] Lat 40-45 Long 120-23

S Boat

December 28th 1839 Begins light winds from [illegible] ship steering south [illegible] at 5 [illegible] saw whale lowered the boats took one to the ship at 6 AM commenced cutting at 10 got through and began boyling [illegible] made the [illegible]



L Boat

Remarks On Board The Jasper

December 29th 1839	Begins light winds from the [illegible] ship heading Westerly boyling spoke ship Romulus of [illegible] Capt [illegible] 1150 whale oil and 80 of sperm latter part calm employed in stowing [illegible] in sight Lat 41-44
December 30th 1839	Begins calms employed in boyling and stowing oil Middle and latter foggy Ends much the same
December 31st 1839	Begins strong winds from the North ship heading westerly boyling at 6 PM got through boyling spoke the ship Bengal of Salem Capt Jackson 1600 bbls [illegible] Ends strong gales from the [illegible] employed in stowing oil Lat 41-45
January 1st 1840	Begins strong gales from the [illegible] ship heading south [illegible] employed in stowing oil Middle and latter heavy gales and a heavy Sea
January 2nd 1840	Begins heavy gales from the [illegible] and a heavy Sea Ship heading S Ends much the same
January 3rd 1840	Begins heavy gales from the [illegible] Ends the same Lat 42-29

Crusing On Whale ground

January 4th 1840 Begins gales from the West and the sea runs mountains hie and ends the same

Jan 5th 1840 Begins gales from the West Middle more moderate at at daylight made all sail Latter ... So Ends

Jan 6th 1840 Begins calms Employed in stowing, Some Middle part light winds and variable at 9 A M sited right whales lowred the two boats the larboard boat struck and took on to the ship the starboard boat struck and drawed Latter strong winds from NWE ... Lat 41-50

L. Boat

S Boat

Jan 7th 1840 Begins strong wind from NE Employed in cutting at 4 finished cutting and commenced boiling Latter strong gales from the NE Ends the same

January 8th 1840 Begins strong gales from SE employed in boyling Middle more moderate latter strong winds employed in boyling and stowing down Middle ... latter strong winds So Ends

January 9th 1840 Begins strong winds from SW Employed in Boyling and stowing oil at sunset got throu boyling Middle more moderate Employed in stowing oil sited sperm whale lored the boats the starboard boat struck and drawed at 10 sited whales ... the boats took one to the ship So Ends Lat 42-20

S Boat

L. Boat

Remarks On Board The Jasper

2 January 10th 1840 Begins strong winds from N.W. Employed in cutting at 5 finished cutting commenced boyling latter more moderate So Ends Lat 42-22 Long 123-06

January 11th 1840 Begins strong winds from the south Employed in boyling and stowing oil Middle and latter light winds and fine
2 wether So Ends

January 12th 1840 Begins light winds from W. & N. Employed in boyling and stowing oil
2 at sunset cooled down the works latter strong winds So Ends

January 13th 1840 Begins strong winds from the Westerd Employed in stowing oil Spoke the latter more moderate So Ends

January 14th 1840
0 Begins light winds from the Westerd Ship heading N.W. Ends the same

January 15th 1840 Begins light winds from N.W. Ship steering S.E. Middle light winds
0 at sunrise kept off S by W. Ends fine wether

January 16th 1840 Begins light winds from N by E
0 Ship steering S by W at 8 A.M. spoke the washington of sag harbor caught a whale with 8 hundred bbls latter fine wether So Ends

Cruising On Whale Ground

January 17th 1840 Begins light winds from the S SW ship heading S E in company with the washing latter strong winds from SSW So Ends

January 18th 1840 Begins strong winds from SSW ship heading W under double reefed topsails the weather looks bad latter more moderate So Ends Lat 40 - 40 Long 122 - 30

January 19th 1840 Begins light winds from the W b NW and fine weather ~~from~~ ship heading SW Latter strong gales from the NW So Ends Lat 41-21 Long 122-19

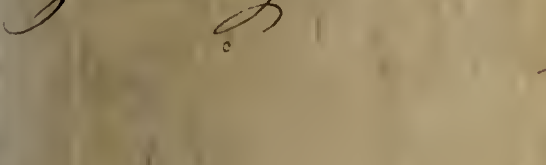
January 20th 1840 Begins strong gales from the Wd & squalls of rain lying to under closed reefed main topsail at 10 set double reefed topsails So Ends Lat 40 - 40 Long 121 - 57

January 21th 1840 Begins strong winds from WSW ship heading WNW all sail set Middle part double reefed the topsails ~~and~~ took in mainsails jibs and spanker latter more moderate made all sail So Ends

January 22th 1840 Begins winds from SW ship heading W [illegible] Middle part more moderate wind hauled to the S ship heading W and cloudy [illegible] sited sperm whales lowered the boats took two to the ship the starboard boat got stove So Ends

2d Boat

L Boat



Remarks On Board The Fasinur

January 23th 1840 Begins light winds and pleasant
Employed in cutting So Cruis
Lat 38, 45 Long 120-35

January 24th 1840 Begins light winds from S&W and pleasant at 8 begin boyling
middle the same at 7 AM raised sperm
whales lored the boats the larboard
boat struck and broak the logger
head and cut so Cruis

Broak the logger head L Boat Cut

January 25th 1840 Begins light air and pleasant ... the
N E ship stearing W boyling
winds ... latter ... strong gales
Lat 38-32

January 26th 1840 Begins strong gales from the S E
ship stearing to the westward Employed
in boyling so Cruis Lat 38-35 Long 117-15

January 27th 1840 Begins fresh gales from the S E
ship stearing west boyling Ends strong
winds Employed in stowing oil
Lat 35-24

January 28th 1840 Begins strong gales from the N
ship heading Northerly stowing oil
Ends fine Lat 34-57 Long 113-15

January 29th 1840 light winds from N&E ship stearing
West Employed in stowing oil
Ends fine Lat 38-04

Bound The Westford

January 30th 1840 Begins fine breezes and pleasant from NW ship heading N by W middle and latter part accompanied with rain So Ends Lat 38-28

January 31st 1840 Begins short are from the NE ship heading to the N of NW middle strong winds from the SE and strong gales Lat 37-06 Long 111-55

February 1th 1840 Begins strong gales and cloudy ship stearing N NW men employed in scraping bone middle and latter part strong gales at 11 AM we lost the waste boat of her cranes spoke the mary mitchel of nantucket with 850 of sperm 17 months So Ends no observation

February 2th 1840 Begins strong winds from the East Ship stearing W N W ends strong gales ship leaking after the rate of 200 strokes an hour Lat 35-13 Long 108-22

February 3th 1840 Begins gales from the south ship heading W N W Middle and latter part strong winds from SSE ship stearing W So Ends Lat 34-42

February 4th 1840 Begins pleasant breezes from the south ship stearing W So Ends fine Lat 34-40 Long 104-52

February 5th 1840 Begins pleasant breezes from the South stearing W Ends fine Lat 34-46

Remarks On Board The Jasper

February 6th 1840 Begins pleasent breezes from S E stearing W all sail set all hands Employed in bundling bone Lat 34 - 41

February 7th 1840 Begins pleasent breezes from the S stearing W at 4 P M sent up the fore topgalant mast Middle part much the same latter calms so Ends

February 8th 1840 Begins with calms the ship heading no where at 4 P M sent up the fore topgalant sail and yard Middle Part much the same Latter light winds from the South so Ends Lat 33 - 56 Long 97 - 4 East

February 9th 1840 Begins pleasent breezes from the South ship stearing W middle part the wind hailed to the S E latter part light breezes from E so Ends Lat 35 - 5 - 6

February 10th 1840 Begins light winds from the East ship stearing W all sail set Middle and Latter Calms and variables So Ends Lat 34 - 03 Long 95 - 52

February 11th 1840 Begins calms at 1 P M sent up main royal middle much the same Ends much the same

Lat 33 - 55 Long 95 - 08

Homeward Bound

February 12th 1840 Begins calms and variable latter part light air from the [illegible] ship heading to the [illegible] thus Ends Lat 33-46 Long 38-9

February 13th 1840 Begins light air from the northward ship heading SW Middle part light squalls of rain latter part light air from the NbW ship heading at [illegible] So ends

February 14th 1840 Begins light winds from the Westward ship heading N W Middle part light wind from the SW ship heading NbW Latter calms So Ends

February 15th 1840 Begins calms Middle part wind from the Southard and eastard Latter Part fine brezes from the SE So Ends

February 16th 1840 Begins a fine brezes from the SE Middle part much the same ship steering W by N Latter part strong Brezes from the SE Lat 32-31

February 17th 1840 Begins a fine brezes from the SE and fine wether ship steering W by N Middle and latter much the same So Ends Lat 32-17 Long 88-02 E

February 18th 1840 Begins with a fine breze from the [illegible] ship steering [illegible] Middle and latter part wind from NE to NW So Ends Lat 32-22 Long 86

Remarks On Board the Bark

February 19th 1840

Begins with strong winds from NNE Middle part the hauled to WNW in a squall ship heading N latter part much the same So Ends

February 20th 1840

Begins strong winds from the SW ship heading W by N at 4 P.M. the wind hauled to the S ship stearing W by N Middle Lat part strong winds So Ends Lat 32

February 21th 1840

Begins strong breezes from the E b S E ship stearing W Employed in repairing sails So Ends

February 22th 1840

Begins light winds from the NE ship stearing W Middle much the same Lat strong winds from NNE So Ends Lat 32-12 Long 78=17 By lunar observation

February 23th 1840

Begins strong winds from NNE ship stearing W Middle strong gales took in top g sails mainsail and double reefed the top sails and parted the jib pennets and took that in Latter part more moderate and rainy made sail the wind hauled out S ship heading WNW So Ends

February 24th 1840

Begins Calms and cloudy Middle part the wind from the SW and squally Ship heading N W by W Latter part light winds from SE ship stearing W by N Lat 32-[illegible] Long 73-39

Jasper Bound Home

February 25th 1840

Begins light winds from the SE ship steering N & N middle part the wind from the East latter part light breezes from the SE So Ends Lat 31:32 Long by lunar 72:43

~~Wednesday~~. February 26th 1840

Begins light winds from the South ship heading W b N Middle part calm and cloudy the latter part light winds from the Eastard So Ends Lat 31:38 Long 71-34

Thursday. February 27th 1840

Begins light winds from the Eastard Ship steering W b N Middle part fine breezes Lat much the same So Ends Lat 31:06 Long 69:27

Friday. February 28th 1840

Begins fine breezes from the E b S E ship steering W b N Middle and latter part much the same So Ends Lat 30:35 Long 67:05¼ by Chronometer 66:42 by Lunar

Saturday. February 29th 1840

Begins fine breezes from the E b S E and fine wether at 4 P M the wind hauled E S E and we shifted over the studingsails middle part strong winds plesant latter much the same So Ends

Sunday. March first. 1840

Begins light winds and fine wether from E S E Ship steering W b N the watch Employed in sundry jobbs Middle much the same Strong breezes and fine wether So Ends

Lat 30:40 Long 62:32

Remarks On Board

Munday March 2th 1840

Begins strong winds from the S E ship stearing S E Employed in repairing Sails So Ends Lat 30..40 Long 59..40

Tuesday March 3th 1840

begins with strong winds from the S E Ship stearing W by N Employed in repairing sails Middle and latter part Much the same Lat 30-5-0 Long 57-05

Wednesday March 4th 184

Begins with strong winds from the E S E ship stearing ~~from~~ W by N at 3 spoke a english brigg 3 days out of ~~Isle~~ Isle of france Middle and latter part strong breezes Men Employed in repairing sailes So Ends

Lat 30-53 Long 54=16

Thursday 5 the 1840

Begins strong winds from E S E ship stearing W by N Middle the wind haled E N E shifted over the studing ~~sails~~ Ends much the same

Lat 31=32 Long 51-09

Fryday March 6th 1840

Begins winds from the S E Ship stearing W N W Middle part squally Latter much the same So Ends Lat 31..25 Long 48..51

Saturday March 7th 1840

Begins light winds N E and cloudy at 1 P M the wind haled out N we took in fore studingsail Latter part light winds and squalls of rain So Ends

Lat 31..34 S Long Long 47..4 East

The. Bark. Jasper

Sunday March 8th 1840

Begins strong winds from S.E and squally Middle
Part heavy squalls of rain the wind hales out to the
S.S.E ship steering W.b.N at 11 P.M sited a
school of blackfish lowed the boats without success
Latter strong winds and squally

Monday March 9th

Begins strong winds and squally Middle part
the wind hales to the S.S.E and squally ship
steering W.S.W. Latter strong gales from
the Westward So End No Observation

Tuesday 10th 1840

Begins strong gales from the W. Middle
part the wind haled to the E.S.E we also
reefed the topsails at daylight the wind
haled to the S.W. Latter much the same set top
reefed main topsail and main top g sail So Ends
Lat 31:20 Long 42:26 East

Wednesday March 11th 1840

Begins strong gales from the S.S.W ship
steering W.b.N.W at 4 P.M set hole
Main topsail and fore topsail and fore top
mast studing sail Middle part the wind
hales more to the East Ends much the same

Lat 31.09 Long 40.09

Thursday 12th 1840

Begins light winds from the E.S.E ship steering
W.b.N.W bent fore and main Top g sail Middle
part light winds and squalley Latter part
light are from N.b.N.W Ends Much the
same Lat 31.34S Long 38.48 East

Remarks On Board The Jasper

Friday March 13th 1840

Begins light winds from the Northward ship stearing W N W at 4 P M bent a new fore sail at 7 P M the hauled to the E S E and squaired the yards Latter part strong winds from the Northward and Eastward So Ends
Lat 31..30 Long 36..30

Saturday March 14th 1840

Begins strong winds winds from the E N E Ship stearing W by N Middle part strong winds from the E N E at 7 A M the Captain shastized two men for fighting Latter squaley the wind hauled out to the S E and squally Ends squally No Observation

Sunday 15th 1840

Begins strong winds from the S E and squally wether ship stearing W by N at 4 P M we had a heavy squal took in fore and main top G sail and mainsail and spanker Double riefed the topsail a sail in sight a head stearing W by N at 8 P M we kept of W Middle part squally Latter part strong winds and Cloudy wether
Lat 32..43 S Long 31..49 E

Munday March 16th 1840

Begins strong winds from S E and Cloudy two ships in sight stearing W S W at 2 P M ... we shook out the riefs out of fore and main topsails and set main top G sail Middle And latter fine wether we sent out Studingsails the wind from the E Lat 34-21 Long 29.39 East

St Helena Capt S J Sanford Master

Saturday March 28th 1840

Begins a fine breeze from the S ship steering [illegible] with all sail set men Employed in fitting Rigging &c at 7 P M kept her E by E [illegible] with the wind very light Lat 32,24 S Long 14,47 E by D R

Sunday March 29th 1840

Begins with light winds from the N W Ship heading E N E at 8 P M tacked to W by S at 10 P M to the N E Middle part strong winds from the N W at 9 A M saw a whirlwind and the wind hauled out out S W and squally and Accompanyed with rain Lat 30-59 Long 15..06 E by D R

Munday March 30th 1840

Begins strong winds from the S W and squalls Accompanyed with rain Ship stearing N and i think we shal have a squally night Middle part much the same latter more moderate saw two ships stearing N by W Lat 29-30 by D R Lat by obs 28..29 Long by D R 13..07 S. Winds

March Tuesday 31st 1840

Begins strong winds and squally from W S W ship stearing N by W all sail set two ships in sight ship leaking 420 strokes Per hour Middle part the wind more strong than the first Latter strong winds from W S W Lat 36 20 Long 11. 16

Barque Jasper Bound to

Wednesday April first 1840

Begins strong winds and squally from N & W Ship heading N by W Middle part much the same latter part the wind from N S W Ship stearing N W by N 1/2 N So Ends Lat 24-40 Long 10..25

Thursday April 2d 1840

Begins light winds from N & W Ship Stearing N W by N 1/2 N Middle part light winds from S W and fine wether Ship stearing N W by N Middle part much the same latter strong winds So Ends Lat 23.34 Long 8..27 E

Friday April 3th 1840

Begins strong S E trades and fine wether Ship stearing N W by N 1/2 N men employed in fitting rigging &c Middle and latter much the same So Ends Lat 22..10 Long 6..12

Saturday April 4th

Begins strong winds from S E Ship stearing N W by N 1/2 N Middle and latter more moderate So Ends Lat 20..40 Long 4-12

Sunday April 5th 1840

Begins light winds from the S E Ship Stearing N W by N 1/2 N saw a sail Stearing to the Southward and Eastward at 5 P M lufed N W 1/2 N Middle and latter part light winds from the N S W So Ends

Lat by D R 19..54 Long 2..48 by D R

From St Helena Bound Home

Friday April 17th 1840

Begins strong winds from SE all hands Employed in cutting at 6 lashed down for the night at 6 AM commenced commence cutting Ends the same

Saturday April 18th 1840

Begins strong winds from the ESE all hands Employed in cutting at 4 PM got thru cutting we have parted oure cutting pennent lashing and cutting fal and cutting straps and two main top mast back stayes and now we will boyle out the whales and repaire damages ship steering W by N and setting up shooks
Lat 14..57 S long 8-00 W

Sunday April 19..1840

Begins plesent breezes from the SE W N W and boyling middle and latter part the same lat 14-30

Monday April 20th 1840

Begins light winds and plesent from the SE steering N W W boyling at 5 PM got threw boyling made all sail latter part fine Employed in coopering oil Lat 13-00 Long 13-30 West

Tuesday April 21th 1840

Begins plesent breezes from ESE steering N by W Middle the same latter all hands imployed in stowing oil So Ends

Wednesday April 22th 1840

Begins winds from SE ship steering N by W Employed in stowing oil 1 sail in sight lat part same
Lat 9-18 Long 15..16 W

Remarks On Board The Jasper

Thursday April 23th 1840

Begins strong winds from S.E. steering N by W all hands Employed in fitting rigging ship leaking 5 hundred strokes an hour middle and latter part much the same Lat 7-22 S Long by Chro 17..55 by lunar 17..57

Fryday April 24th 1840

Begins strong winds from E S E steering N W all handes Employed in fitting rigging Middle and latter part same as the first Lat 5-18 S Long 19-08 W

Saturday April 25th 1840

Begins strong winds from E S E N by W W all hands Employed in fitting rigging Middle part light squals of rain latter part fresh brezes Lat 3..43 S Long 19..58 W

Sunday April 26th 1840

Begins strong winds from the S E ship stearing N W with all sail sett all hands Employed in fitting rigging middle And Latter part fine Lat 1..57 S Long 20-52

Monday April 27th 1840

Begins plesent brezes from S E ship stiring N W all sail sett middle part much the same ~~latter~~ part light winds from S E men Employed in fitting rigging Lat 00..24 S Long by Chro 24=27 W by lunar 23..25

Tuesday April 28th 1840

Begins light winds from S S E stearing N W Men Employed in fitting rigging Latter part squally Lat 26 miles N Long 24-50

From St Helena Bound Home

Saturday May 9th 1841

Begins strong winds from ESE ship steering NW by N All hands Employed in fitting rigging The ship martha in company Lat part light Squalls of rain 15 19 Long 31

Sunday May 10th 1840

Begins light breezes from E Steering NW by N All hand Employed in fitting rigging the Martha in sight latter as the first Lat 16-40 Long by Chro 46-5-7 Long by Lunar 48-5-7

Monday 11th 1840

Begins strong winds from E by E steering NW the martha in sight Latter part light Breezes the Martha out of sight a stern No observation

Tuesday May 12th 1840

Begins light winds from ESE steering NW by N all hand Employed in ships duty Latter part fine Employed in painting Lat 20-00

Wednesday May 13th 1840

Begins pleasant breezes from ESE and fine weather All hands Employed in painting Latter winds The same seen two sails steering to the SW Lat 21 20 Long 53-02

Thursday May 14th 1840

Begins breezes from SSE steering NW by N Men Employed in Painting the ship inside so Ends Lat 22-17 Long 54-10

Friday May 15th 1841

Begins light winds from the southw NW by N Employed in painting ship Lat mu in the same 23-12 Long 55-08 Ob

Remarks On Board The Jasper

Saturday May 16th 1840

Begins plesent brezes and fine from S E Stearing N W by N the watch Employed in ships duty spoke the bark new haven of New haven Capt downs bound to barbadues Lat 24-22 Long 58-05

Sunday May 17th 1840

Begins light winds and plesent from South Stearing N W by N Middle part Calmes with light squals of rain Latter Part light winds from S E Ends Lat 23-09 Long 58-48

Monday May 18th 1840

Begins light winds from S E and plesent Stearing N W by N at 4 P M pumped ship leaking 200 stroaks an hour Middle part strong winds Ends fine Lat 28-10 Long 58-13 W

Tuesday May 19th 1840

Begins brezes from E N E and fine wether Stearing N W by N Men Employed in ships duty one sail in sight Latter Part fine Employed in banting the above Lat 28-53 Long 60-12

Wednesday May 20th 1840

Begins plesent from E N E stearing N W men Employed in ships duty Latter the same Lat 28-53 Long 61-20

Thursday May 21th 1840

Begins fine brezes from E N E stearing N W 3/4 N Middle the same Lat winds from the south Lat 28-31 Long by Chro 61-23 Long by Lunar 61-02

August Saturday 15th 1840
This voyage commences with light winds from the Northerd at 10 A M took pilot and got under way Ends the same

August Sunday 16th 1840
Begins light winds from the south at sunset came to in the bay at day light got under way and went out at 10 A M pilot left us

Monday 17th 1840
Begins strong winds from the easterd Ship heading S E by E Employed in fitting the boats &c

Tuesday August 18th 1840
Begins strong winds from the Easterd Employed in ships duty &c

Wednesday August 19th 1840
Begins strong winds from E N E ship heading S E by E double reifed our topsails Midst much the same Latter part moderate shook out the reifes So Ends

Thursday August 20th 1840
Begins strong winds from the S by W ship heading E by S [illegible] by the wind latter much the same

Friday August 21th 1840
Begins strong breezes from Southerd and westerd Employed in fitting the rigging sighted severn sail So Ends

Remarks on Board The Barque Pleiades

Saturday August 22th 1840

Begins strong winds from the Northerd Easterd Middle part Calmes and squally Latter much The same So Ends

Sunday August 23th 1840

Begins with light winds and vairables a sail In sight Middle part squally Latter strong from SW sent out topmast studing sail So Ends Lat 37..26 Long 56..46

Monday August 24th 1840

Begins strong winds from NW ship stearing E by N latter part much as the first lat 37.45 long 54..32

Tuesday August 25th 1840

Begins light winds from the westerd Ship stearing E by N a sail in sight stearing NE by E Latter strong winds So Ends

Wednesday August 26th

Begins strong winds from the Westerd Ship stearing E by S Middle and latter Much the same So Ends

Thursday August 27

Begins strong winds from WSW Ship Stearing E by S Middle part squally latter strong winds Lat 39.37 Long 42..50

Friday August 28th 1840

begins strong winds from WSW ships stear E S E Middle squally latter strong winds Lat 39..24 Long 39..28

bound towards the Cape verds

Thursday Sept 10th 1840

Begins light winds from S.E ship heading SSW at 2 came up s latter part much the same at 11 A M sited black fish lowred the boats without susess so Ends

Friday Sept 11th 1840

Begins light winds and calmes latter light winds from the N ship steering S by E So Ends

Saturday Sept 12th 1840

Begins light winds from the N ship steering S by E Ends much the same

Sunday Sept 13th 1840

Begins light winds from the S E ship heading S S W a sail in sight middle part squally latter strong winds from the S E ship heading S S W

Monday Sept 14th 1840

Begins strong winds from the S E ship heading S S W middle and latter part ship heading S Lat 34.57

Tuesday Sept 15th 1840

Begins strong winds from the E ship stearing S by E latter much the same So Ends Lat 22..53

Wednesday Sept 16th 1840

Begins strong S E trades ship stearing S by E latter much the same So Ends Lat 20..40

Barque Pleiades Bound

Thursday Sept 17th 1840

Begins with strong N E trades ship steering S by E Middle and latter much the same So ends Lat 18-20 Long 26-58

Friday Sept 18th 1840

Begins strong N E trades Middle And latter squally of rain no observation

Saturday Sept 19th 1840

Begins light winds and variables accompanied with rain Middle and Latter Light wind from N E and accompanied with raign so Ends

Sunday Sept 20th

Begins with a fine breze from N N E Ship steaming S S E Ends the same a sail in sight Lat 13..41 Long 25..17

Monday Sept 21th 1840

Begins with a fine breze from N E ship steaming S S E Middle and latter much the same So Ends

Tuesday Sept 22th 1840

Begins with strong winds from the N E Ship steaming S S E Latter part Winds from the S S E So Ends

Wensday Sept 23th 1840

Begins calms and light winds from S and accompanied with squals of rain Middle and latter winds from S W and squally So Ends

Thursday Oct 8th 1840
Begins strong winds from the SSE ship heading SW by W Latter much the same So Ends Lat 26 miles S.

Friday Oct 9th 1840
Begins light winds from the SSE Ship heading SW by W Latter strong winds So Ends Lat 2-1 S

Saturday Oct 10th 1840
Begins strong winds from the SSE Ship heading SW by W Latter winds more light So Ends Lat 3-24 N

Sunday Oct 11th 1840
Begins light winds from SSE ship heading SW Middle and latter strong winds So Ends Lat 5-24 N

Monday Oct 12th 1840
Begins strong winds from the SSE Ends much the same Lat 7-35 N

Tuesday Oct 13th 1840
Begins strong winds from the SSE Ship heading SW by W Ends much The same

Wensday Oct 14th 1840
Begins strong winds from the SSW ship heading heading SW by W Ends much the Same Lat 12-18

Thursday Oct 15th 1840
Begins strong winds from SSE ship heading SW by W Latter part winds from the Eastard

Friday Oct 16th 1840

Begins light winds from the East ship stearing S Ends much the same
Lat 17..45

Saturday Oct 17th 1840

Begins light winds from S S E ship heading S W middle winds East ship stearing S Latter much the same So Ends Lat 20-03 Long by lunar 25..42

Sunday Oct 18th 1840

Begins light winds from E ship stearing S at 12 A M raised land a baring W by N 20 miles distent Ends fine
Lat 21-22

Monday Oct 19th 1840

Begins light winds from the E S E Ship heading S Ends much the same

Tuesday Oct 20th 1840

Begins Calms and light winds Middle light airs from E N E ship Stearing S Latter part light airs from N So Ends Lat 22..45 Long 28..39

Wensday Oct 21th 1840

Begins light airs from N ship stearing S Ends much the same Lat 24..10 Long 28..44

Thursday Oct 22th 1840

Begins with light winds from N N W ship stearing S Ends much the same

Thursday Nov 5th 1840

Begins with strong winds from the E and cloudy ship heading N at 10 A M took in main topsail and gaff topsail so Ends

Friday Nov 6th 1840

Begins strong E N E ship heading N at 1 P M double reefed the topsails at 5 wore ship to the S E at 6 A M made all sail ship heading E So Ends

Saturday Nov 7th 1840

Begins strong winds from the W N W ship steering E by S middle part wind from the W Ends much the Same

Sunday Nov 8th 1840

Begins strong winds from the N E ship heading E S E Middle and latter part rainy Ends rainy

Monday Nov 9th 1840

Begins strong winds from the N N E and more rain ship steering E S E Middle part wind from W N W and rainy Latter part the wind from the S and more moderate So Ends

Tuesday Nov 10th 1840

Begins strong winds from the S ship steering E S E Latter part light winds

Wednesday Nov 11th 1840

Begins light winds from N E ship heading E S E at 6 P M saw school of sperm whales lowered the boats the Waist boat got stove and no whale

Remarks On Board the Pleiades

Thursday Nov 12th 1840

Begins with light winds from S E Wn ship steering S S E So Ends

Friday Nov 13th 1840

Begins light winds from E Ship heading S S E latter part wind from N E ship heading E S E Ends fine wether

Saturday Nov 14th 1840

Begins light winds from N N E and fine wether ship steering E S E at 9 A M raised two right whales lowed the boats but without sucsess the whales ware bound to the Western

Sunday Nov 15th

Begins light winds from the S S E Ship steering of the same whales at 2½ P M lowed the boats could not git one came on board and kept of E by S Ends much the same Lat 35"24

Monday November 16th

Begins with light winds from N W Ship steering E by S N sails in sight a head latter part strong winds from Wn at 10 A M saw sperm whales lowed the boats the larboard struck and got stove and lost the whale. So Ends.

Friday November 27th 1840
Begins strong gales from the N.W. W. Ship stearing E S E middle part more modera Ship stearing the same middle part made all sail Latter part fine wether no sail in sight stearing to the Easterd Lat 38"30 Long 25"59

Saturday Nov 28th 1840
Begins light winds from the NW N ship stearing S E by E Ends much the same

Sunday Nov 29th 1840
Begins strong winds from the Sotherd and East middle part strong gales and Accompanyed with rain So Ends

Monday Nov 30th 1840
Begins strong winds from Easterd middle part strong gales from the S W latter strong gales from W heading S So Ends

Tuesday December 1st 1840
Begins heavy gales from the W ship heading S latter more moderate made all sail Stearing E S E Lat 39"7 Long 32"27

Wensday December 2d 1840
Begins strong breezes from N W ship stearing S E by E Fine wether So Ends

Thursday December 3d 1840
Begins fine Breezes from the N ship Stearing S E latter strong winds double reef our topsails took in fore and mainsail
Lat 39"30 Long 37"35

Friday December 4th 1840

S B Begins strong winds from N ship steering S E more moderate a sail In sight at daylight made all sail at 8 A M sighted night whales lowered the boats the starboard boat struck took one to the ship the larboard boat struck got foul line and cut So Ends Lat 40"00

Saturday December 5th 1840

W B Begins light winds from S and raining employed in cutting many whales in sight at 11 A M saw whales lowered took one to the Ship Ends fine wether Employed in boyling no observation

Sunday December 6th 1840

L B Begins light winds and fine wether Employed in cutting at sunset got through cutting commenced boyling at 6 A M sited whales lowered the boats took one to the ship Ends fine the wind N-E Lat 39"50 Long 39"54

Monday December 7th 1840

Begins light winds from the Northerd and Easterd Employed in cutting at 4½ P M finished cutting commenced boyling saw a ship standing to the Westerd at 11 A M saw whales lowered the boats and galed the whale Employed in boyling So Ends

On Whale ground

Thursday Dec 17th 1840
Begins strong winds from the Westerd ship stearing SE at 5 P.M saw an island of ice to the westerd ship stearing S by E so Ends Lat 43"24 Long 47"58

Friday Dec 18th 1840
Begins strong winds from the Westerd ship stearing S by E Middle and latter part foggy under light sail so Ends

Saturday Dec 19th 1840
Begins light winds from the North at sunset shortened sail set the watch boats crues and foggy at daylight made all sail Ends foggy
Lat 42"44 Long 47"30

Sunday 20th 1840
Begins light winds from the N saw Right whales lowred the boats did nont strike came on board sited more whales lowred the boats did not strike saw two islands of ice at sunset shortened sail set the watch boats crues so Ends

Monday Dec 21th 1840
Begins strong breezes from the N ship to the E at 3 P.M double reefed the topsails at sunset took in sail set the watch boats crues at daylight made all sail so Ends
Lat 32"51 Long 31"14

Remarkes On Board the Pleiades

Tuesday Dec 22th 1840

Begins strong winds from the N W ship stearing S at 4 P m lifed to heading N W Ends strong gales from the Westerd So Ends

Wednesday Dec 23th 1840

Begins strong gales from the Westerd laying to under close reefed main topsail at daylight made sail latter strong winds Lat 42"18 Long 51"14

Thursday Dec 24th 1840

Begins strong winds from the Northerd sighted several whales going quick to the N latter part the wind from the West and squals of rain Ship stearing N E by N so Ends

Friday Dec 25th 1840

Begins strong winds from the Westerd ship stearing N E by N latter part much the same So Ends

Lat 41"51 Long 52-20

Saturday Dec 26th 1840

Begins strong winds from the N ship stearing S E latter part the wind from the S S W Ship heading S E Lat 41-05 Long 53-41

Sunday Dec 27

Begins with calms middle and latter part light wind from the E N E So Ends

Lat 42"10 Long 55"55

Capt Albert Allen Master

Saturday Jan 9th 1841

Begins strong winds from the NW ship stearing NE middle and latter part foggy so Ends

Sunday January 10th 1841

Begins strong winds from the N and foggy ship stearing ESE latter part the same as the first Lat 44"16 Long 95"46

Monday January 11th 1841

Begins strong winds from the NE ship stearing ESE middle part strong gales from NE and rainy and a heavy sea at 11 PM hove to heading NE at daylight made sail stearing ESE the wind W by N Lat 44"19 Long 98"56

Tuesday Jan 12th 1840

Begins strong winds from the W by N ship stearing E by S latter much the same So Ends Lat 44"00

Wensday January 13th 1841

Begins strong winds from the W by N ship stearing E by S So Ends

Lat 43"42 Long 106"49

Thursday January 14th 1841

Begins strong winds from NW ship stearing E by S at sunset shortened sail set the watch boats crew at daylight made all sail stearing E the wind W latter much the same So Ends

Remarks On Board The Bark Sleinds

Friday January 15th 1841

Begins strong winds from the West And raing wether ship stearing E at sunset shortened sail sut the watch boats crues at daylight made all sail So Ends

Saturday January 16th 1841

Begins strong wind from the Westen Ship stearing S E by E latt part strong gales and raing wether So Ends

Sunday January 17th 1841

Begins strong winds from N W and raing ship stearing S E latter much the Same So Ends Lat 44"53 Lon 116"

Monday January 18th 1841

Begins strong winds from the N Ship stearing S E by E at 6 P M saw a right whale lored the boats did not strike shortened sail sut the watch boats crues at daylight made all sail fine wether So Ends Lat 45"16 Lng 118"15

Tuesday January 19th 1841

Begins strong winds from the S W ship stearing S E by E Middle part strong winds ship stearing E by S So Ends Lat 45"18 Long 123"

Wensday January 20th 1841

Begins strong winds from the S W ship stearing E S E at sunset Sunt the watch Boats crues at daylight made all sail So Ends

For Right Whales

Sunday Jan 31th 1841

Begins light winds from ... and fine wether at 2 PM got thru boyling and cleared up the decks latter much the same so Ends

Monday Febuary 1th 1841

Begins strong winds from the ... employed in stowing down saw the ... of ... Clark ... Ends the same

Tuesday Febuary 2d 1841

Begins strong wind from the N latter strong gales from the W Ends strong gales from SW

Wednsday Feb 3d 1841

Begins strong gales from the SW latter part light winds from the W so Ends Lat 44..51 Long 136..28

Thursday Feb 4th 1841

Begins light winds from the W Ends fine wether nothing in sight Lat 44..57 Long 136..58

Friday Feb 5th 1841

Begins light winds from the SE Middle and latter much the same so Ends

Saturday Feb 6th 1841

Begins light winds from the W Ends the same Lat 45..50 Long 140..40

Bark Pleiades of Wareham Capt

Sunday Feb 7th 1841

Begins light winds from the W. Ship stearing S E Ends fine wether Lat 47„08 S Long 142„9 E

Monday Feb 8th 1841

Begins light winds from the N W. Ship stearing S E by E Ends strong gales from the W. stearing E

Tuesday Feb 9th 1841

~~Big strong~~ Begins strong gales from the W ship stearing E at 2 P M lufed to at 8 A M stearing E strong gales from S W latter moderate so End Lat 47„5 Long 147 E

Wensday Feb 10th 1841

Begins light winds from the S W and a heavy sea ship stearing E Ends strong winds from the W

Thursday Feb 11th 1841

Begins strong gales from the W ship stearing E S E at 8 P M lufed to middle part strong gales latter strong gales stearing E more moderate so Ends

Lat 38„10 Long 151„48

Friday Feb 12th 1841

Begins light winds from the W. ship stearing E N E Ends much the same

Allen Master Cruising on New Holland

Sunday Feb 21th 1841

Begins strong gales from the W Middle part strong gales W Ends strong gales lying to under close reefed main top sail

Monday Feb 22th 1841

Begins strong gales from the W Ends strong gales from SW lying to under close reefed main top sail

Tuesday Feb 23th 1841

Begins strong gales from the S laying to under close reefed main topsail middle more moderate Latter strong gales from the SW so Ends

Wednesday Feb 24th 1841

Begins strong gales from the S middle part the same Latter more moderate So Ends Lat 49"36 Long 163.20

Thursday Feb 25th 1841

Begins strong winds from the SW at 4 PM saw whales lowed the boats did not strike Latter part strong winds from the NW Lat 50"14 Long 163.42

Friday Feb 26th 1841

Begins strong winds from the SW ship heading NNE So Ends Lat 50"01 Long 165"15

Bark Pleiades of Wareham

Saturday Feb 27th 1841

Begins strong winds from the N. Two ships steering E at 7 A M saw whales lowed the boats without success So Ends Lat 49"53 Long 167"15

Sunday Feb 28th

Begins strong breezes from the N saw whales lowed the boats took to the ship the starboard boat took one the Larboard boat one Middle part foggy at daylight commenced cutting at 12 A M finished cutting foggy

Lat 50"10 S Long 187"25 E

Munday March 1st 1841

Begins light winds from the N and fine wether employed in boyling saw a great number of finbacks Middle part fofoggy Latter strong winds and foggy So Ends

Tuesday March 2sd

Begins strong winds from the N and foggy employed in boyling Ends the same Employed in stowing Down

Wensday March 3d

Begins strong winds from the W Employed in stowing down and boyling and a plenty of rain at 6 got thro boyling So Ends the whale

Cruising On Newzeland

Tuesday March 16th 1841
Begins strong gales from the S
Middle part accompanyed with rain
latter strong gales from S W So Ends

Wensday March 17th 1841
Begins strong gales from S W Middle
and latter the same saw several
right whales so Ends Lat 45-"45 Long 174"30

Thursday March 18
Begins strong gales from S W
latter more moderate So Ends
Lat 45" 48 Long 174" 86

Friday March 19th
Begins strong winds from S W
saw whales lowed the Boats without
successes at 6 A M saw whales lowed
the the Boats the larboard boat struck
and lost the line so Ends plenty in sight

Saturday March 20th 1841
Begins strong winds from the S W
saw whales lowed the boats the
larboard boat struck and took the
whale to the ship and took in
sail for the night at daylight
commenced cutting at 9 finished and
started the works fine wind from the
N E and fine wether So Ends

Bark Pleiades of Wareham

Sunday March 21th 1841

Begins strong breaze from the N E and thick fog at 4 P M saw whales lored the boats the larboard boat struck and took one to the ship at day light bagan to cut at 10 finished cutting Ends foggy

Munday March 22th 1841

Begins light winds and foggy 2 P M the fog clerd of saw whales lored the boats the starboard boat struck and took one to the ship latter part strong gales at 8 A M commenced cutting so Ends

Tuesday March 23th 1841

Begins strong gales from the S E employed in cutting at 1 P M finished cutting latter part employed in stowing oil and boyling so Ends Lat 44"53 Long 174"37

Wensday March 24th 1841

Begins light brezes from the S S E Employed boyling laying to under close reef topsail later employed in boyling stowing oil at 9 A M saw whales lored the boats the waste boat struck and ~~drowned~~ So Ends Lat 45"20 Long 174"59

Thursday March 25th 1841

Begins Strong brezes from the NE a sail in sight Employed in boyling at 4 P M saw whales lored the boats the waste boat struck and sunk the whale and lost the line at 2 A M got thru boyling latter strong winds Employed stowing down So Ends Lat 45"35 Long 175"13

On Newzeland for right whales

Munday April 5th 1841

Begins light winds from N E ship steering S W saw whales lowed the boats with out sucsess at 7 A M saw whales lowed the boats with out sucsess at 11 A M saw whales lowed the boats the waste boat struck and took the whale to the ship so Ends

Tuesday April 6th 1841

Begins light winds from the N Employed in cutting Middle Employed in ~~cutting~~ boyling at 8 A M saw whales lowed the boats the ~~starboard~~ boat struck and sunk the whale at 11 A M saw whales lowed the boats suit in thick fog came on board So Ends

Wensday April 7

Begins light winds from the Easterd 1 P M saw whales lowed the boats the waste boat struck and took the whale to the ship Employed in boyling at day light commenced cutting Ends strong gales from N E

Lat 45..28 Long 174..53

Thursday April 8th 1841

Begins strong winds from the N E Employ in boyling and stowing oil Middle part strong gales from the N at 11 P M stoped Runing the works to rugged to bile at 9 A M it more moderate started the works

So Ends

Bark Pleiades of Wareham Cruising

Friday April 9th 1841

Begins strong gales from the N ship laying to under close reefed main topsail boyling at 3 P m spoke the french ship with 500 Employed in boyling So Ends Lat 45 "51

Saturday April 10th

Begins light winds from the W Employed in boyling and stowing oil at 5 P m got through boyling

OUR SPICE BOX.

Why is a man who fails in kissing a lady like a shipwrecked fisherman? Because he has lost his *smack*.

"Do you think that raw oysters are healthy?" asked a lady of her physician. "Yes," he replied:—"I never knew one to complain of being out of health in my life."

A Western editor provokes suspicion regarding his own domestic happiness, by placing above the marriage notices in his paper a cut representing a trap sprung.

A sharp talking lady was reproved by her husband, who requested her to keep her tongue in her mouth. "My dear," responded the wife, "it is against the law to carry concealed weapons."

A young girl one day asked, "Do tell me why it is Cupid continues so long after the invention of powder to use arrows!" "To avoid the report of fire-arms, which would attract the jealous," was the reply.

A lady, stepping into a railway car, said to her little son:—"Aren't you going to kiss your mother before you go?" The little rogue could not wait, and called out:—"Conductor, won't you kiss mother for me?"

A young lady possessing more vanity than personal charms, remarked, in a jesting tone, but with an earnest glance, that "she traveled on her good looks." A rejected lover being present, remarked that "he could now account for the young lady never having been far from home."

A lover who was slighted by the females, very modestly asked a young lady if she would let him spend the evening with her." "No," she angrily replied; "that's what I won't." "Why?" replied he, "you needn't be so fussy; I didn't mean this evening, but some stormy one when I can't go anywhere else."

One of the fair sojourners at Long Branch, on being introduced to Gen. Grant, gracefully bowed her head and kissed his extended hand; upon which one of the bystanders playfully inquired why he did not reciprocate the obsequious salutation? "Oh," promptly responded the imperturbable hero, "I never stoop to conquer!"

Out-Door Whitewash.— The P. M. at Edgefield, Tenn., wants a recipe for a good whitewash for fences — one that will not wash off by the rain. We therefore re-publish the following: — Two quarts skimmed milk; 2 ozs. fresh slaked lime; 5 lbs. whiting; put the lime into a stoneware vessel, pour upon it a sufficient quantity of milk to make a mixture resembling cream, and then add the balance of the milk. Crumble the whiting and spread it on the surface of the fluid. Stir or grind as you would lead paint, and apply as you do other paints. It dries quick, and a second or third coat can be added if desired. It is inodorous, does not rub off. This quantity will cover 57 square yards with one coat. It may be colored, if desired, by adding coloring matter.

To Make Blue Ink.— Take 1 box of bluing (price 5 cents,) and mix with 1 pint of soft water.—Mrs. S. A. Eames.

Sweet Corn—Planting.—Sweet corn takes high rank among the vegetables produced from the garden. Commence planting about the first of May and every two weeks thereafter till the commencement of July. By this process a succession of sweet corn will mature sufficiently for cooking till the advent of frost in November. It is a healthful product, and in palatableness is not excelled by any other field or garden product.

Soft Gingerbread.—1 cup of molasses; 1 cup of water; 1 large spoonful of ginger; 1 teaspoon of saleratus; a little salt, and a piece of shortening as large as an egg.—M. J. T.

Soda Cake.—1 cup white sugar; 1 do. sweet milk; 1 egg; 2½ tablespoons of melted butter; 2 teaspoons of cream tartar; 1 do. soda; ½ pint of flour; extract of lemon.

Tea Cake.—2 cups of sugar; 1 do. butter; 1 egg; ½ teaspoon soda; nutmeg to taste; flour sufficient to enable you to roll it out. Bake in a moderately warm oven.—Mrs. S. B., *Onondaga Co. N. Y.*

To Can Green Corn.—Cut from cob; put it in a tin can and solder tight; then put the can in water and boil four hours; take it out, pierce the can for air to escape, and solder it immediately.—Mrs. J. S. I.

Custard Pie.—¾ cup of sugar, 2 tablespoons of butter, stirred to cream; add 2 eggs, 1 tablespoon of flour, half cup of milk and 1 cup of cold water; season with nutmeg. Try it.—Mehitable.

Eds. Rural:—In a late No. of your paper is a request for a recipe for pie crust. Mine is:—One coffee cup of sour milk; ½ teaspoon of saleratus; 1 coffee cup of lard. The above makes three pies. S. R., *Coldwater, Mich.*

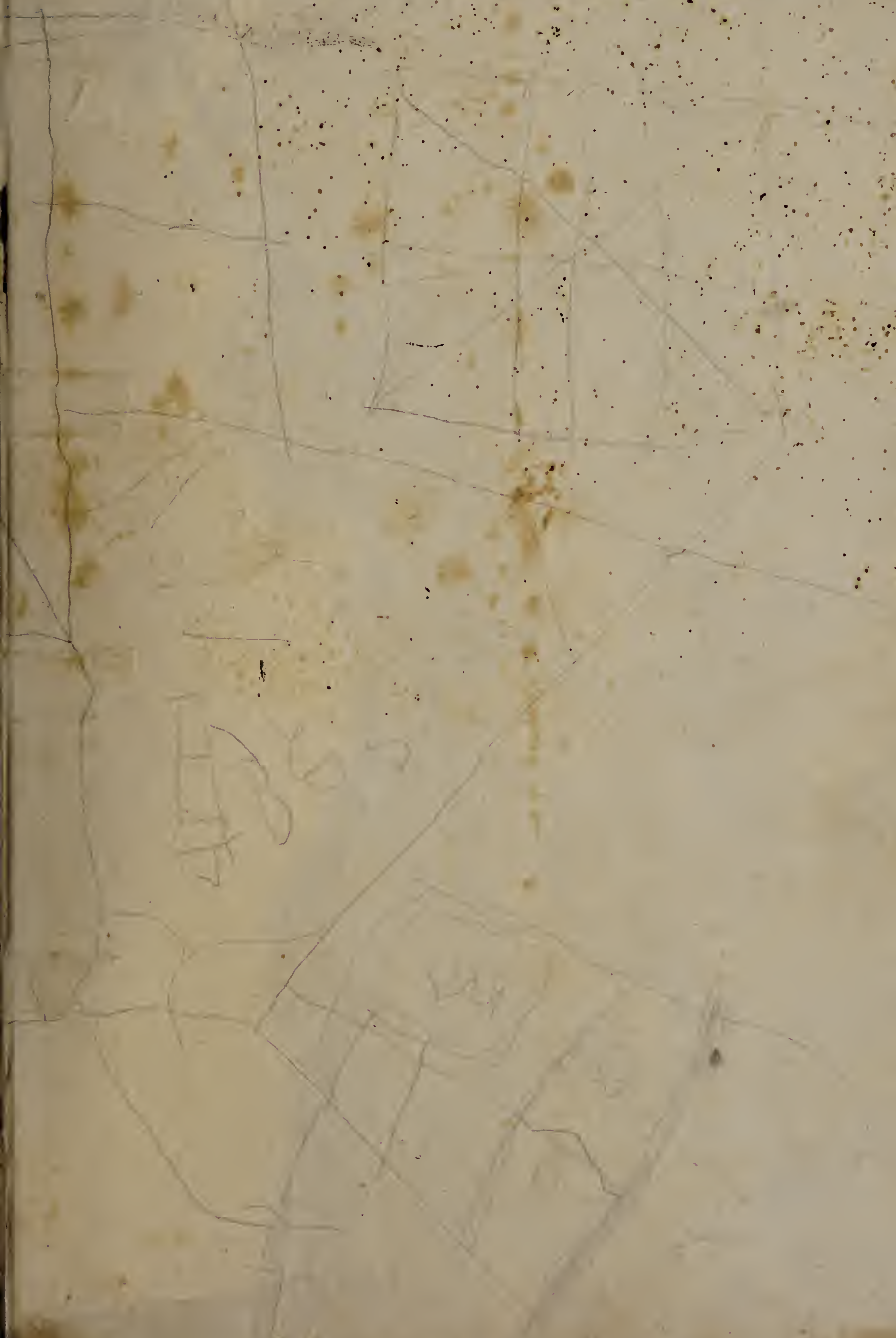
Superior Indian Loaf.—1 quart of sour milk; 1 quart of Indian meal; 1 pint of flour; ½ cup of molasses; 1 teaspoon of salt; 1 tablespoon of soda. Stir well. Steam two hours and bake one hour.—Nettie.

The Clun a Mr. Smellings adventures
lydia the three cakes asiaana littledward
and Johns adventures angeline sharlot
Elizabeth and the life of mr wisly

The volet loves a

Charles C. Danforth
arived here at Mr. Thomas W. swifts
May the 25 1857 I here-by give him
Credit for the Money paid me
25 c t.

The violet loves a sunny bank.
The cowslip loves the bee
The scarlet creeper loves the elm
But I love thee.

The sunshine kisses mount and vale
The stars they kiss the sea
The west winds kiss the clover bloom
But I kiss thee.

The oriol weds his mottled mate
The lily's bride o' the be
Heavens marriage ring is round the earth
Shall I wed thee.